

During the present summer and coming autumn three of the largest steamships in the world will be added to the Atlantic fleet of the Cunard, the Inman, and the Guion Lines running between Liverpool and New York. By degree the type of ocean passenger ship has expanded until the dimensions and speed of the champion vessels of a few years ago are left far behind, and the idea that it is injudicious to carry too much on one keel has been satisfactorily dispelled. So distinctly has size been accepted as one of the conditions of speed that it is not impossible that the dimensions of Mr. Scott Russell's Great Eastern may yet be approached by vessels built for the convenience of first-class passengers as well as cargo. It is interesting to observe that this fact appears to be equally recognized by the three great companies already mentioned. The first is this competition of Leviathans to make its maiden trip will be the *Servia*, belonging to the Cunard Line. This magnificent ship will sail from Liverpool for New York for the first time on the 13th August, and despite her vast size will no doubt carry a full complement of passengers. The *Servia* was launched on the 1st March, at Clydebank, by Messrs. J. and G. Thomson, who have built, and are building for the Cunard Company alone more than 127,000 tons of shipping. The dimensions of the *Servia* are: length, 530 feet; breadth, 52 feet; depth, 41 feet 9 inches; gross tonnage, 8,300 tons. To make her available space more clearly intelligible, it may be added that her cargo capacity will be equal to 6,500 tons, with 1,800 tons of coal and 1,000 tons of ballast, the vessel having a double bottom on the longitudinal bracket system. The indicated horse-power of the engines will be about 10,500. She has in all seven boilers, all made of steel with corrugated furnaces, of which there are thirty-nine. The *Servia* is not only the vast machine thus rapidly described, but a structure admirably calculated to minister to the necessity and luxury of passengers. She may be described as a five-decker, or more strictly as having four decks and a promenade reserved for passengers. On the most forward part of the promenade are the steam steering gear and engine, the captain's room, and a flying bridge. Next to the engine skylight is a large smoking room, which can be entered either from the deck or from the cabins below. Farther aft is the ladies' drawing-room, and abaft of this the music room, 50 ft. long, and fitted out very handsomely. The main saloon is very large, being 71 feet long by 19 feet wide, with seating accommodation for 350 persons, and a bar height under the beams of eight feet six inches. The sides are all of fancy woods with polished inlaid panels. When aloft with her full complement the *Servia* will carry a little over 1,000 passengers, besides a crew of 200 officers and men. She is divided into five watertight bulk-heads, and has 12 boats equipped as lifeboats. A large quantity of steel has been used in the construction of the *Servia*. Not only has she steel boilers, but the upper deck is of steel covered with yellow pine, the main deck of steel with a teak covering, and the lower deck of steel with a covering of teak above the engine and boiler spaces, the deck houses, and deck fittings which are liable to be carried away with a heavy sea, are made of iron and steel and are riveted to steel decks underneath. The safety of the *Servia* is added to by her inner skin, as were to ground on rocks she would be secure so long as the inner skin remained intact. She carries three masts, the special rig of the Cunard Company, and is fitted with every necessary appliance for ensuring a pleasant temperature and efficient ventilation. Exactly two months after the maiden trip of the *Servia*, the *City of Rome*, the new Inman ship, will cross the Atlantic for the first time, leaving Liverpool for New York on the 1st October. This great ship, launched at a month ago, differs from the *Cunarder* not being Clyde-built. The *City of Rome* being built at Barrow-in-Furness by the new Ship-building Company, of which the late Devonshire is the head. This accession to the fleet of the Inman Steamship Company will be in every way worthy to compete with her rival just now described. The *City of Rome* is 556 feet long. She has an extreme width of 52 feet 3 inches and 37 feet depth amidships. Her tonnage is 8,826 and her indicated horse-power 10,000. The cubical contents of her holds will give her a measuring capacity of 7,720 tons at 50 cubic feet to ton. To assist comparison of the *City of Rome* with the *Great Eastern* it may be well to mention that the latter is 692 feet long, 83 feet wide, and has paddles and screw. The new steamship will show no departure from handsome profile to which the Company is always adhered. Her clipper bow will be adorned with figure-head and bowsprit, and lines display that elegant sheer for which the *City of Berlin* is remarkable. She will have four masts and three funnels. The stern of her or post is said to be the largest single ever made for such a purpose and is 33 tons. Two of the decks are completely of iron, and the lower deck is completely half the length and has wide plating on the side for the remainder. The shell plates are arranged on the principle which has been applied with great success to all the large Atlantic steamers built at Barrow. The shell plates form a complete skin, fitted tightly edge to edge and butt to butt, with wing plates, half the width of the inside plates, fitted outside. A high rate of speed—about one hour—combined with comfort and safety, the object of building this enormous ship. She will be driven through water by a propeller 24 ft. in diameter, driven by three sets of inverted "tandem" engines. The crank shaft is a built shaft, and runs over with the screw shafting has been built by Sir Joseph Whitworth & Co. of the compressed steel. Steam is supplied by cylindrical tubular boilers, constructed to working pressure of 20 lb. per square inch, but the engines, although capable of developing 10,000 indicated horse-power, are rated to work constantly at no more than 10,000. The appointments of the *City of Rome* are of the most luxurious kind. She has large smoking saloons, and a ladies' deck or drawing room, to get rid of the ship for going below in wet weather. There is a large dining-room, fitted with large and fourteen small dining tables, arranged so that they will enable the attention to wait more readily upon the diners. It will also break the monotony of long tables with rows of people. Each diner will have his own revolving arm-chair, and a large organ will be fixed at one end of the ship. On each side of the ship, from the bow to the after end of the engine-room, are state rooms providing for about three hundred passengers. In the outer rooms the berth is made to slide in and out, while the berth above is arranged on the Pullman principle, so that it can be folded up on any day when not required. Special arrangements are made for emigrants, the Inman priding itself on having been the first to carry an emigrant across the Atlantic, and on having carried since its first voyage about one million passengers between England and the United States. On the *City of Rome* the main deck abaft the cabin bulkhead is fitted for about 250 emigrants, and the accommodation for about 250 more.

In enterprise nowise behind its competitor for ocean traffic the Guion Line will be reinforced also this autumn by an immense steamer. She is not yet afloat, the day fixed for the launch on the Clyde being July 13, and that for her first voyage the 1st October. The Alaska, as she will be called, is hardly the twin, but rather the bigger sister of the Arizona celebrated for having made the quickest passage on record between Queenstown and New York. The Arizona is 485 feet long, and the Alaska 500, with 50 feet beam instead of 46, and with proportionate increase in depth. It will be seen that the Arizona, one of Messrs. Elder's greatest triumphs in naval architecture, is five feet more than ten times as long as the breadth of her beam, while the Alaska is exactly ten beams long. The engines of the new vessel, however are much more powerful than those of the Arizona, which are of about 7,000 indicated horse-power, or nearly 3,000 less than those of the Alaska. Great hopes are entertained of extraordinary speed being attained by the new ship, whose lines follow those of the Arizona very closely. The Arizona is an eminently beautiful ship, as those who have seen her afloat will hardly forget. Her lines and clear sheer give her the jaunty appearance of a racing yacht, and her four masts and two funnels, all of which have a slight rake add a nautical grace to the general appearance of the ship. Those who have crossed the Atlantic frequently are aware that the arrangements of the upper deck vary on the Guion steamers from those adopted on the ships of most other lines, some 100 feet or thereabouts of the main deck being used as a promenade available in all reasonable weather. Summed up briefly, the accommodations of the Arizona, remind the traveler of the luxurious floating palaces used for American river traffic, with this difference, that they are placed on board of a powerful and thoroughly seeworthy ship. There is no lack of gorgeous upholstery, of a grand piano, of a well-stored library, and of every arrangement conducive to comfort, from large airy state-rooms to pneumatic bells and a range of specially constructed ice-houses. The Alaska even if we do not beat the Arizona for speed, will be every way a magnificent ship, and, with the City of Rome and the Survia, will offer the large number of Americans visiting Europe this year an almost puzzling choice of new and superb vessels.—*London Daily News.*

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